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Nor' West Miner

EDMONTON, ALBERTA

Vol. XIII
No. 1

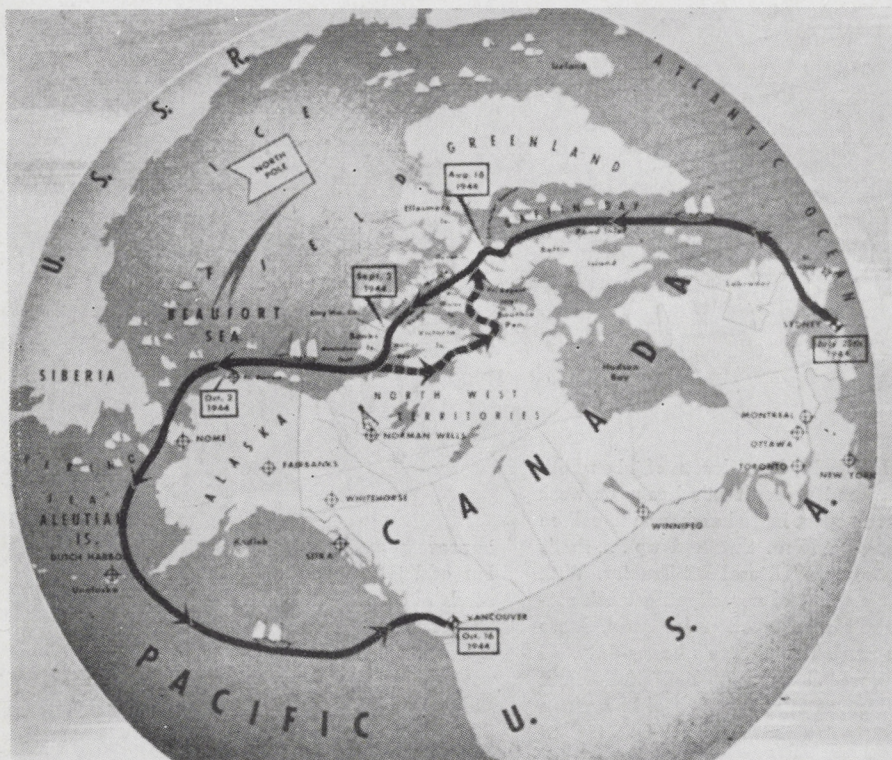
Jan.-Feb.
1945

Devoted to development descriptive of the North West Territories, Northern British Columbia and the Yukon. Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

25c A Copy

Record Trip Through North West Passage



Route taken by R.C.M.P. "St. Roch" from Sydney, N.S., to Vancouver, B.C., via the Arctic North West Passage. Trip was made in 86 days and is a record.

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THE NOR' WEST MINER

EDITOR—F. S. WRIGHT

Devoted to development descriptive of the North West Territories, Northern British Columbia and the Yukon—Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

Subscription: \$2.00 per annum, post free. Address: Box 323, Edmonton, Alberta.

SAYS THE MINER:

THE NORTH WEST PASSAGE extending from the Atlantic Ocean to the Pacific Ocean via the Arctic has been proved navigable. When the "St. Roch," skilfully skippered by Sergeant Larsen of the R.C.M.P. tied up at the dock in Vancouver, after making this wonderful trip from Sydney, N.S., in 86 days, it proved beyond all argument that the eastern Arctic is navigable. With proper navigation, aerial and ice breaking aids installed in the future—it will be possible to use this route for trade purposes. Picture on front cover of this issue shows the route followed by the "St. Roch."

* * *

THE DOMINION GOVERNMENT by its ready action in undertaking to improve the North West Territories end of the Grimshaw-Great Slave Lake winter road has admitted the necessity of furnishing road transportation to the north. The Alberta Government by doing even the small amount of work it has done on the Alberta end of the road also admitted the necessity of such a road. There is therefore no earthly reason why both governments cannot get together and see that a permanent highway is completed over this route at an early date. Both will benefit, as governments, in added tax and other revenues—and the mining and other future industries of the north will be able to obtain cheaper transportation into the north, which means greater development and production. The cost, around \$750,000, is nothing in comparison to the advantages to be reaped.

* * *

WATCH the Yellowknife in 1945! All signs point to the fact that 1945 will see the Yellowknife gold camps take a prominent place in Canadian mining history. The stuff is there—the men who know are also there with both money and energy and the one real commodity Canada produces which will always have a world market is gold.

* * *

THE tremendous excitement some of our would be political leaders are kicking up in these critical war days must prove very nauseating to Canadians who are doing their utmost to co-operate and establish a feeling of unity with their fellow men irrespective of race or creed. Surely the devastation in Europe should be a sufficient illustration of what happens when faith in proper government is destroyed by crazy politics. It all seems to stem, as far as the home brand of political craziness is concerned, from the fact that the 20th century politicians seem to imagine that the government owns the people instead of the people owning the government. It is remarkable to say the least to hear some of these would be leaders calmly state, "I am not going to confiscate you or your ass or your ox." To hear others stating, "We can make you rich by using 'funny money,'" or, "We are going to put the money barons out of business." Who do they think they are? Supermen? Surely the world has had enough of these so-called supermen after the Hun superman illustration. In olden days people built a "Tower of Babel" and that led to a "confusion of tongues." The political use of the radio must make many conclude that we also have a "Tower of Babble."

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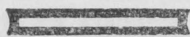
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CANADIAN NORTHLAND OFFERS RECONSTRUCTION OPPORTUNITY

By W. J. DICK, M.Sc.

Mr. W. J. Dick is Regional Oil Controller for the Province of Alberta and a well known mining engineer and authority on fuel development and supplies.

The great problem facing Canada today is the problem of reconstruction or rehabilitation of men and women returning from the war, as well as necessary readjustments of labor from a wartime to peacetime economy.

No one wants to return to the conditions existing during the period immediately preceding the war. Our returned men and women are deserving of a better fate than this and, in fact, will not be satisfied to put up with such or similar conditions.

Everyone knows that in Alberta and Saskatchewan the effect of the depression was more serious than elsewhere in Canada. This was due to the fact that in these provinces there was not a balanced economy nor diversification of industry. The lack of markets for the products of agriculture, which was our principal industry, and the low prices obtained in the world's markets, reduced our people to a state near bankruptcy.

All this has been changed by the war, but, unless we do something about it, these provinces are liable to suffer far greater depressions in the future. Fortunately, this may not be a threat for a period of four or five years after war, because devastated areas must be rebuilt and food supply will be required to feed Europe until conditions there can be restored, more or less, to normal.

Great changes have resulted from the war; some of a constructive nature, but, mostly, destructive. The advent of the United States into the war on the side of the United Nations has been the means of making constructive changes in Alberta, northern British Columbia, the Yukon, Alaska and the North West Territories. These were in the form of the construction of two great projects—the Alaska highway and the Canol project. While these projects were undertaken and completed for war defence and possible offence at a very large but justifiable cost, nevertheless they can be of enormous future economic benefit to Canada, and to Alberta in particular, if proper advantage is taken of the opportunity afforded by them.

Storehouse of Wealth

These projects have opened up a vast storehouse of wealth over an enormous area, amounting to several hundred thousand square miles, much of which was previously too remote for economic development.

Prior to the entry of the United States into the war, the dominion government was in process of constructing airports at Fort St. John, Fort Nelson and Whitehorse, Y.T. As the Northern Alberta Railway extends from Edmonton to Dawson Creek, thus providing railway transportation close to Fort St. John, and as a military highway connecting the United States with Alaska should necessarily be beyond easy bombing range from the Pacific, it was logical that the highway should be constructed on the route selected and in this way Edmonton became a part of this transportation system to Alaska, thus opening up the intermediate area traversed.

Alaska Highway

From Dawson Creek to Watson Lake, a distance of 655 miles, the highway traverses an area that does not offer very good prospects of mineral developments other than oil, but much of it is suitable for agricultural exploitation.

On the other hand from Watson Lake to the Alaskan boundary the highway traverses an area where the geological conditions are such as to warrant excellent possibilities for mineral discovery. In fact, many mineral occurrences have been found such as tungsten, gold, silver, lead, zinc and coal in the areas adjacent to this part of the highway.

Practically the whole area was previously unprospected territory and it is believed that careful work will be the means of discovering many valuable mineral deposits.

Must Encourage Prospector

Encouragement and even financial assistance should be given to the prospector because the results of any finds made and their development will be of the greatest benefit to Canada as a whole.

When one stops to consider of what

The Eyes of America are
On the North . . . and

EDMONTON

. . . is the "Gateway"



- For over 250 years Edmonton has been the outfitting point for Northern Ventures.
- When the Alaska Highway was built, Edmonton was the chief supply centre and headquarters for military and contractors.
- Edmonton owns its public utilities, which are profit making and efficient.
- Edmonton is now the largest air centre in Canada. It is fully equipped with up-to-date airdromes and airplane service.
- Edmonton is the business centre of a large and rich mixed farming district.
- It is the Capital City of Alberta.



Enquiries are welcomed concerning the possibilities for the establishment of industries.

THE CITY OF EDMONTON

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benefit mining in Ontario and Quebec has been to those provinces it gives one some idea of what is meant. The city of Toronto owes its great growth in the past 40 years to the discovery of silver at Cobalt and subsequent gold mining in Porcupine, Kirkland Lake and other centres of its hinterland.

West of Teslin Lake and bordering the Pacific several large mines had been developed prior to the construction of the Alaska Highway. To mention a few there are the Granby mine at Anyox, Premier Sillback Engineer, and the Kennecott Copper, the latter being in Alaska. These, of course, are tributary to tide-water rather than to the highway, but give rich evidence of other possibilities.

Canol Project Road

This highway from Whitehorse to Norman Wells (Canol) for the first 250 miles traverses an area of great potential mineral value, and as the highway parallels the contacts it can be easily prospected. Preliminary geological surveys have been made of these areas by G. S. Lord, of the mines and geological branch of the Department of Mines and Resources.

The terminus of the Peace River branch of the N.A.R. is Hines Creek, on the north bank of the Peace River. The construction of the Peace River bridge on the Alaska highway at Fort St. John affords an alternate outlet for farm settlers in the area north of the Peace River contiguous to Fort St. John. Between Hines Creek and the British Columbia boundary there is a large area of good agricultural land that is available for settlers as part of a reconstruction plan. The dominion government, in conjunction with the soils survey department of the University of Alberta, made a study of this area last summer and, no doubt, detailed information on soil analysis will be available shortly.

Must Protect Forests

There is another matter of great importance that requires attention which would afford considerable employment—the preservation of the forest cover on all watersheds on all rivers emptying into the Mackenzie river system.

Forest cover provides storage for water during the rainy season and gives it up during the dry season. This tends to prevent soil erosion with consequent extreme high water in the rainy season and extreme low water in the dry season. In view of the great importance of the

Mackenzie River system with respect to navigation and in relation to the development of the great area it serves, immediate steps should be taken to safeguard the forest cover from the effects of fire.

Mackenzie River System

Canada has one of the great river routes of the world in the Mackenzie river system. This system embraces the Athabasca, Peace, Slave, Liard and the Mackenzie. It has been of the greatest value in the development of the great northland which it serves, and was the major factor in making the Canol project possible.

The Athabasca has its source in the Rocky Mountains south of Jasper and flows into Lake Athabasca just north of the northwest border of the province of Alberta; it is joined by the Peace just north of Lake Athabasca when it becomes the Slave River. The Slave River flows into Great Slave Lake and from the outlet of the lake it is known as the Mackenzie River.

The Mackenzie flows northward about 800 miles from this point, where it enters the Arctic Ocean at Aklavik. The Bear River flows out of Great Bear Lake and enters the Mackenzie at a point about 50 miles south of Norman Wells and 400 miles north of Great Slave Lake.

Inland Navigation

Not only is the above system navigable from McMurray at the head of steel on the N.A.R. (except for one portage at Fort Smith) for comparatively large-sized scows and steamboats but, on account of its connection with Lakes Athabasca, Great Slave and Great Bear, which are each of large area, it therefore provides transportation over a vast area tributary to it.

Previous to the great mineral discoveries and developments at Great Bear Lake, Yellowknife and Lake Athabasca, this system was used principally by the Hudson's Bay Company to supply its northern points. It was also used by commercial fishermen, trappers and Indians. Since that time the airplane has been of the greatest value in supplying passenger and freight transportation. These planes were equipped with pontoons for summer work and with skis for winter work. It is of interest to note that just prior to the war Edmonton's Cooking Lake air base was the centre of the greatest air-freight transportation system in the world.

Great changes have been made in passenger and freight-carrying aircraft during

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the war period and what is of more importance to this northern empire is the fact that the Canol project constructed airports contiguous to this area in addition to landing strips about 100 miles apart all along this great waterway. This simply meant that large aircraft with wheels can operate over this area throughout the whole year. Their operation on wheels means an increased pay-load and less frictional resistance. Pontoon equipped planes can be used as feeders from airports or airstrips to serve more remote points.

The department of transport also has well equipped radio stations throughout the area to Aklavik. One may ask what kind of a country is this great northland and of what benefit can it be to Canada in post-war reconstruction. The answer is that although practically undeveloped, due to previous handicaps, it has already given us:

(a) The most important radium-bearing ores in the world at Eldorado, Great Bear Lake.

(b) An important gold mining industry—at Yellowknife, which since 1928 has produced about \$14,000,000 of gold; it has also given us a large producing gold mine at Goldfields, Lake Athabasca.

(c) One of the major oil-pools of the world at Norman Wells.

(d) The largest deposits of oil sands in the world in the McMurray area.

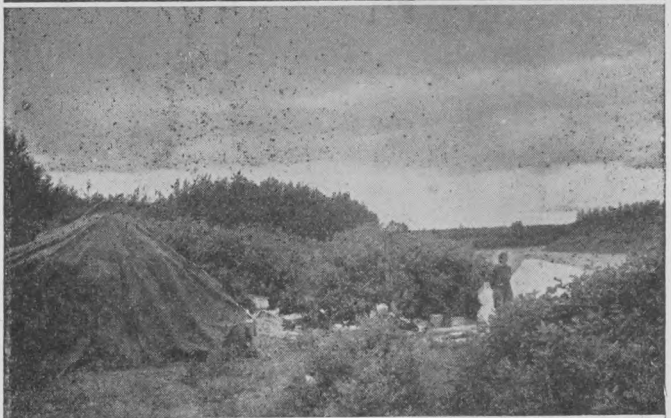
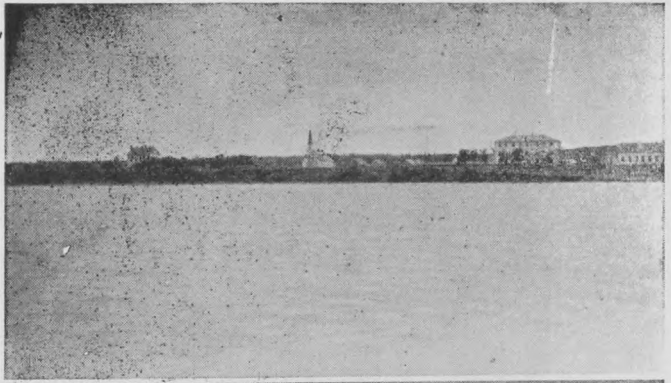
(e) An important salt production industry at McMurray.

(f) A fair-sized fishing industry.

(g) A fair stand of birch for the manufacture of hardwood veneer.

The pre-Cambrian shield in Canada is the most important mineral producing area in Canada and one of the most important in the world. It extends northward to the Arctic Ocean from a line drawn along the St. Lawrence River to Kingston, thence to Georgian Bay, north of Lake Huron to Lake Superior to a point about 70 miles east of Winnipeg and east of a line from this point to a point east of the mouth of the Mackenzie River.

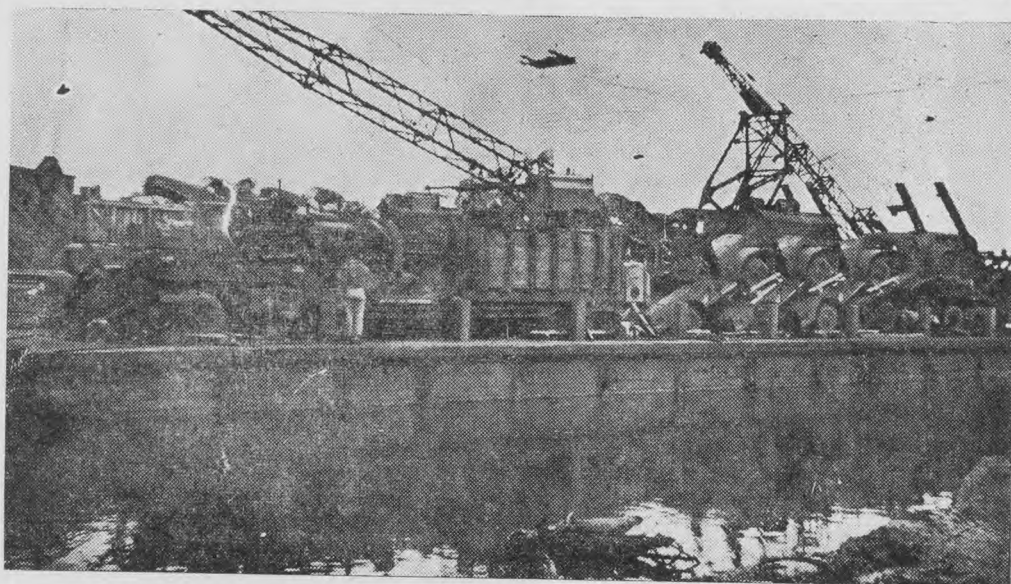
These rocks represent the more or less basal rocks of the earth's crust composed of mixed sediments, extrusives and plutonic rocks. Within this great area we have the



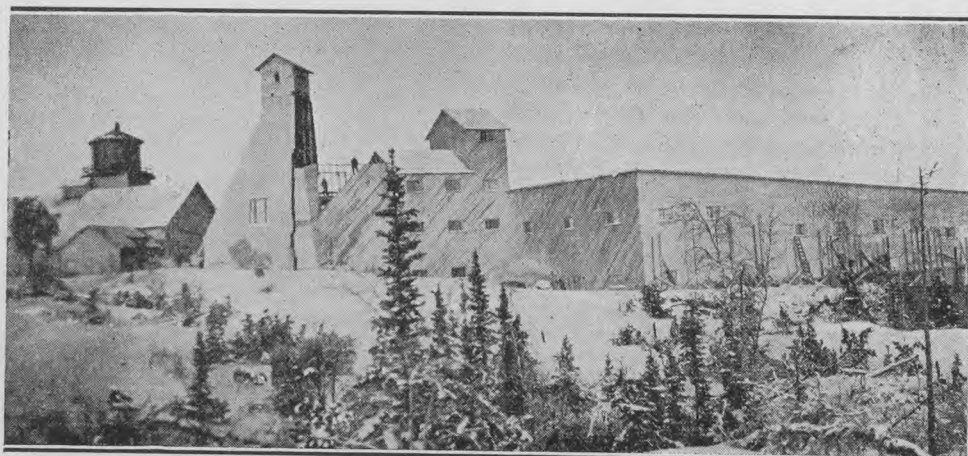
Farming areas along the Northern Waterways, going down the Peace River to the Slave River.



Along the Canol Highway at Norman.



Freighting Supplies down the Mackenzie River to Norman.



The Con Mine, Yellowknife, where Millions of Dollars in Gold have been Mined.

great Rouyn mining area where Noranda is known to all; the Cobalt silver mines at Cobalt; the great gold mines in the Porcupine and Kirkland Lake areas; the great Sudbury nickel deposits; the Steep Rock iron deposits; the gold mines of the Little Long Lac area; Mackenzie Red Lake area, Rice Lake, Manitoba; the Flin Flon and Sheritt Gordon of Manitoba and eastern Saskatchewan; the gold deposits on Lake Athabasca and Yellowknife; the radium ores at Great Bear Lake and the Coppermine copper deposits. The production from this whole area amounts to hundreds of millions of dollars annually.

New Mines Required

The little prospecting already done in the northland under review amply demonstrates that this area may prove equally productive as the more highly prospected areas in eastern Canada. It is significant to mention here that the production of most of our large mines in Canada is not being offset by the discovery of new mineral deposits, and it behooves us to carry on more prospecting and development; otherwise a great mineral industry would perish, and with it hundreds of thousands of jobs.

That recent development in Yellowknife have been startling, to say the least, is evident from the fact that some of the major mining companies are now investigating this field and about 68 new companies have been incorporated for that purpose this year. A great mining development in this area will be a factor in reconstruction and of the utmost benefit to Edmonton.

Possible Oil Development

Alberta has always been considered a potential source of oil production in quantity. In fact Turner Valley produced 95 per cent of the oil produced in Alberta and Alberta produces 16 per cent of the oil consumed in Canada. Almost anywhere in the plains area of Alberta oil in greater or lesser quantities may be found. Apart from Turner Valley, Alberta oil is more or less of non-gasoline base but makes an excellent fuel oil and diesel fuel.

The reason for this is that the province is underlain, at depth, by limestone formations which are the primary source of oil. In the Paleozoic era (geological) the Atlantic Ocean came in from what is now the Gulf of Mexico and joined the Arctic Ocean near the mouth of the Mackenzie River. The eastern shore line in Canada was the western edge of the pre-Cambrian

rock shield. In the United States, the eastern shore line was the Appalachian mountains. Its western shore line was the Cascades in the United States, the Selkirks in British Columbia and extending through to Alaska west of the Mackenzie River. At that time, of course, the Rockies were not formed.

Peat Bogs Formed Coal

In this great ocean, millions of marine shell life, vegetation, etc., provided material as a source of oil. A rising of the continental shelf spilled out some of the water and increased the size of the landed area. Drainage from the high land brought in sand and silt. Through millions of years the ocean got smaller and shallower. At times immense peat bogs were developed, which eventually formed our coal deposits. Eventually, we had a comparatively flat area and after glaciation it became somewhat as it is today.

The Rocky Mountains were formed by a thrust from the west which revealed the old bed of this ocean. The general attitude of the Rockies is that of fault blocks or eroded overturned folds; these folds are overturned to the east.

The younger strata lying on the limestone and close to the old shore line were also folded and form the so-called foothills area.

Although the limestone formed from this great ocean is the potential source of oil, nevertheless it was necessary to have geological structure and closure for the accumulation of microscopic oil globules to form oil pools.

The distance between the east and west shore lines of the ancient ocean at the Canadian-United States border is about 800 miles, while it is only a few hundred miles at the mouth of the Mackenzie River. It is for this reason that folding is more marked in the northern area as compared with the plains area in Alberta.

Whatever may be the reason, we do know that we have the great oil sands deposits in the McMurray area and a major oil pool at Norman Wells.

Norman Wells

It is not possible for military reasons to give any detailed information regarding the development at Norman Wells except to state the common knowledge that a major oil pool has been developed there.

When one stops to consider that this field would not have been discovered at all had it not been for oil-seepage at this point along



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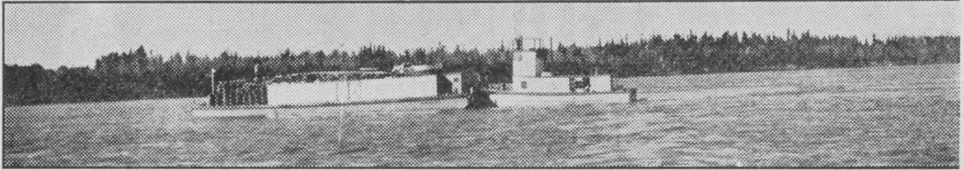
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the Mackenzie River, it is reasonable to suppose that there must be areas just as favorable for development much nearer to Edmonton.

The great cost of the Canol project, which carries oil in a small pipeline to Whitehorse, was that of bringing in supplies and equipment for the building of the road as well as the necessary boats, scows, etc., and the airstrips constructed all along the Athabasca River routes.



The Open Waterways of the North.

Sufficient development has not yet been done in the way of discovering a large enough extension of the oil-pool to warrant the construction of a large-size commercial pipe line from Norman Wells to Whitehorse, and thence to tidewater at Skagway, but as a postwar project, every encouragement should be given to drilling in this area immediately so that if sufficient oil is found, advantage can be taken of the excellent road now constructed from Norman Wells to Whitehorse. The construction of a pipeline from Whitehorse to Skagway and salt water offers no difficulty whatever. The cost of a pipeline from Norman Wells to Skagway would be prohibitive if we allow the present road to greatly deteriorate.

The oil reserves of the world have been drawn on greatly as a result of the war, and while the present refinery at Norman Wells can take care of our requirements in that vicinity, an outlet for the oil to tidewater could be of immense advantage to Canada.

There is a winter road from Peace River to Great Slave Lake and it is understood that the public works department of Alberta is building an all-weather road; this should be encouraged in every way as it can be of the greatest benefit to the development of both mineral and oil deposits in this northern area.

Bituminous Sands

In northern Alberta, 300 miles north of Edmonton, there are large deposits of bituminous sands. The centre of the area is at McMurray, near Waterways, which is

the northern terminus of this branch of the Northern Alberta Railways.

The deposit outcrops along the Athabasca River for about 40 miles above McMurray to 70 miles below it on tributary streams. While portions of the deposit have little or no overburden, in general, the amount of overburden varies greatly; the bitumen content of the sand also varies and averages around 15 per cent or .9 barrel per ton of bituminous sand.

The bituminous sands have been the subject of considerable detailed study and much research has been done in attempts to find a cheap method of mining and extracting the bitumen. Results secured to date indicate that more research is necessary.

At present there are two plants, one at Abasand and one, Oil Sands Limited, at the former site of International Bitumen Company, at Bitumont, 50 miles down the Athabasca river from McMurray.

The Abasand Oils Limited was organized in 1930 and the first few years were spent in experimental work. It was not until May, 1941, that the plant at Abasand began actual operations. Between May and September, 1941, 19,000 tons of sand yielding 17,000 barrels of bitumen were mined and processed to yield gasoline, diesel oil, fuel oil and coke. The plant was destroyed by fire in November, 1941, and rebuilt in 1942. This plant operated from August to November, 1942, and produced about 10,000 barrels of crude bitumen. For a number of reasons the operations were not satisfactory, and considering the money expended it never approached a commercial success.

All these difficulties led the financial sponsors of the project to hesitate about continuing with the operation and hence in the spring of 1943 the dominion government on the advice of the Oil Controller entered into an arrangement with Abasand Company to rebuild the plant and to operate it as a pilot plant for the purpose of solving the many problems confronted and determining the cost of producing bitumen by the McClave process, the rights to which

RESEARCH IN THE NATURAL GAS INDUSTRY

Despite shortages of material and manpower, the Gas Industry continues to maintain essential civilian services in the home and elsewhere, while expanding facilities to increase the output of gas fuel required by industry to meet the wartime emergencies.

Research laboratories have redoubled their activities, with the emphasis placed on its work in the war field. In addition, the laboratories are engaged in an extensive program of domestic gas research. This is intended to aid in the development and improvement of appliances for the home, incorporating the most effective means of fuel utilization.

Today, Gas is speeding war production—tomorrow it will make your home a more comfortable place than you ever dreamed it could be.

● HEAT WITH GAS ●
COOK WITH GAS



‘‘NATURAL GAS SERVICE’’

are owned by the Abasand Company.

Universal Oil Products of Chicago also did work in determining the products that can be made from the bitumen, and the type of refinery required for their manufacture.

The 600-ton-a-day plant and refinery were completed and placed into operation at the close of 1944 and, no doubt, the results will be available shortly.

Oil Sands Limited, although now operating on a small basis is modernizing its plant on funds recently secured from the provincial government. The plant will be operated jointly and under the direction of the research department of the University of Alberta.

From the above it is evident that progress is being made to determine the value of these sands and the part they will play in regard to the post-war period.

Comparable Russian Areas

We in Alberta must continuously impress eastern Canada and, in fact, the whole of Canada, with the immense possibilities of our Mackenzie River system and adjacent area. We hear something of what the U.S.S.R. has done under similar Arctic conditions and we cannot stress this too highly.

In Soviet Russia there are three great rivers that rise in the centre of the Eurasian land mass and flow into the Arctic Ocean. They are navigable for steamers of varying draft for about 2,000 miles each. During the winter months they freeze and become roads for freight tractors.

Quoting (in part) from an article by Vilhjalmur Stefansson, "Canada and the U.S.S.R." Volume 1, No. 12, July, 1944:

"Against three north-flowing Soviet rivers that are comparable to the Mississippi, Canada has only one, the Mackenzie. However, no stream could be more favorably located; for it flows from the heart of the North American continent in the direction of Asia. The Mackenzie delta port, serving the northern seaway of Canada, would be open as long as the Obi, Yenisei and Leona ports that serve the northern seaway of Asia.

The Soviet plan is to fuel the traffic of the Northeast Passage with coal and oil produced at Nordvik and other places along the Arctic shore, or with these same fuels brought to the sea along one or another of the rivers. In this respect Canada is, so far as we know, quite as well placed as

the Soviets. In proportion to the size of Canada, which is only a third of the Soviet Union, we may have as much petroleum as they; and as well located, if not better, for the coming development of our new, north and theirs.

Planned Cities

But they have an element in their program so strange to us that it is doubtful whether we can make use of methods similar to theirs immediately after the war. The Soviet Union plans economic progress. In the case of the northern frontier, they search for resources, having in mind that cities will rise to handle new discoveries.

When the discovery is reported, careful studies are made immediately and, if the verdict is favorable, a commission goes out to determine what kind of a city to build, just where to place it, and how to arrange for such transportation and other connections with the outside world as the projected community may need. Then the city is built as soon as possible, and the communications arranged.

A case in point is Igarka, which in 1930 was a village of less than 100 population on the Yenisei, about 50 miles north of the Arctic circle. As a result of definite planning, it had become a modernly-equipped city and port of 20,000 by the beginning of the war, as described by Dr. Ruth Gruber in her book, "I went to the Soviet Arctic," and by H.P. Smolka in his "Forty Thousand Against the Arctic."

The North Intrigues

The Soviets believed that to get workers for the north they would need to pay higher wages, according to their system of differential pay, but it turned out with them, as it has with our Polar expeditions, that there are far more people who want to go north than you can possibly accommodate.

The future of Canada may depend to an extent upon her ability to develop the North American side of the polar Mediterranean somewhat as the U.S.S.R. develops hers.

If we build copper centres northeast of Great Bear Lake and oil cities in the lower Mackenzie; if we develop the traffic of the Northwest Passage, with seaports at the mouth of the Mackenzie and Yukon; if we use to the maximum our railway from the wheat lands to the Hudson's Bay port of Churchill; if we connect the Mackenzie with the Yukon by railway and highway through Eagle Pass—the lowest pass over the Rockies north of California—if, in short we

do things similar to those being done in the Soviet Union, there will not merely result a symmetrical development on both sides of the Arctic; there will also result an understanding of each people by the other, for we shall all be engaged on common tasks, seeing the same prospects and reaping the same rewards.

“Madam,” roared the crown prosecutor to the witness he was examining, “While you were out taking the dog for a walk did you stop any place?”

“Sir,” was the quiet reply. “Did you ever take a dog for a walk?”

Bouncing merrily over the Australian plains with his wife leaping beside him, the kangaroo suddenly stopped. “Judith,” he cried, “where’s the baby?” “Gosh,” exclaimed Judith, “My pocket’s been picked again.”

He was a gambler, being tried by a country magistrate, and had pleaded guilty to running a game. “\$30 and . . .” “Oh,” said the gambler, “I’ve got that in my hip pocket.” “. . . and six months hard labor,” continued the magistrate. “Have you got that in your hip pocket?”

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GRIMSHAW ROAD IN NEWS AT OTTAWA

At last, according to Ottawa reports, official Ottawa and official Edmonton, seat of the Alberta Government are about to take some action as regards providing an all weather road from Grimshaw on the Northern Alberta Railways to Great Slave Lake. The bulk of the distance to be covered is in Alberta, there being 125 miles out of the total distance to be covered in the North West Territories. It seems as if it will be necessary for the Dominion Government to contribute the greater part of the cost, seeing that the road's usefulness to a great extent is for the provision of cheaper mining and other transportation into the North West Territories. The cost, a few years ago, was estimated to be around \$750,000 for a good gravelled highway, but as right of way has already been cut and is in use as a winter road, the ultimate cost will probably be less.

Canada can make no better investment than this highway for post war development. Its completion will mean the reduction of freight rates into the north to such an extent as to make it possible to mine ore for at least half of the present \$14 a ton it costs today in the Yellowknife. It will also enable several lower grade properties to be mined on a commercial basis. It will establish direct connection with the lower reaches of the Mackenzie River and the Arctic water routes enabling the freighting season by water to start down river by around May 10th instead of six weeks later. It will bring miles upon miles of good agricultural lands within easy reach of the rail-head and will, without a doubt, be a strong tourist attraction, for the southern beaches of Great Slave Lake are perhaps the best in Canada. This combined with the "lure of the Midnight Sun" during the summer season, with the most wonderful lake fishing existing anywhere in Canada and a huge body of water dotted with thousands of islands of every color and hue will prove irresistible to the tourist looking for new lands to explore.

In addition it should not be forgotten, that Great Slave Lake is the key to the Arctic water routes, the one down the Mackenzie River is free of obstacles, low water periods are non-existent and it is as easy of navigation for a steamboat as it is for a canoe. From its eastern end, it would also be possible to connect it by winter

truck road with Bathurst Inlet of the eastern Arctic, a distance of around 250 miles.

The opportunity is Canada's own—the completion of this road means the turning of the key and the opening of the door to the whole Arctic and the huge reaches of the North West Territories. It is a key which might have been turned a hundred years ago. It is a key which is an absolute necessity to turn today. The cost is nothing compared with the millions of dollars it will mean to Canada's new post war wealth and development. Let us hope that the recent Ottawa announcement will not be an "election" promise and that in this particular instance the Alberta Government will co-operate with the Dominion Government for the sake of prosperity and development in Alberta.

Wifey was in a hurry, "Put a \$20 bill in my bag, dear," she said to hubby. She jumped the train, shared a seat with a pleasant lady. During the latter's temporary absence, she peeked into her bag. There was no \$20 bill. She remembered that the pleasant lady had a chance to "loot"—so she also peeked into the pleasant lady's bag. Yes, there it was, a \$20 bill. "Oh," she said, with a smile, "that's where it is." She took it and put it in her own bag and later they parted company. On arrival home hubby said, "Golly, I forgot to put that \$20 in your bag this morning."

"Do you shrink from kissing?" asked Bill.

"No," replied Mary, "if I did I'd be nothing but skin and bones."

Give a man a free hand and he'll put it over a woman every time.

Said a prominent skeptic, "If ever it becomes my misfortune to go insane, I want to live near some politicians of the 'new era' where I won't be noticed."

A dead log can float downstream. It requires skill and energy for a man to swim against the current.

"How do you like my new gown?" said the wife. "I got it at a ridiculous figure." "You mean you got it for an absurd figure," was hubby's angry response.

From the Atlantic to the Pacific

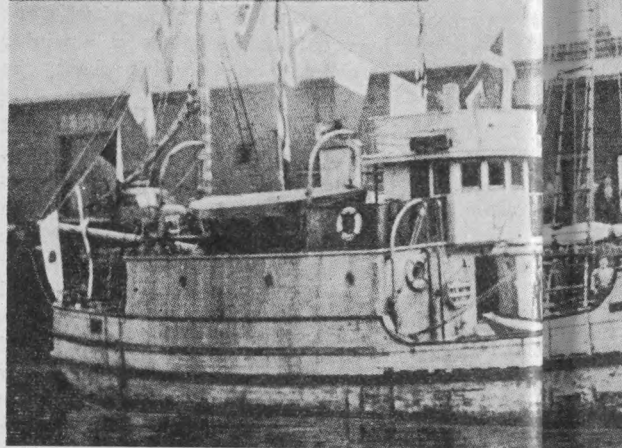
For the third time in history the navigation of the North West Passage around the top of Canada along the Arctic coast has been accomplished. The first to make the trip on official record was Raold Amundsen, the Norwegian explorer who, in 1903, took three years to make the trip, reaching Nome in 1906. The second trip was made by Sergeant Henry Larsen in the R.C.M.P. patrol boat the "St. Roch." He took 28 months to make the trip—this was in 1924. But in July 1944 he sailed from Halifax in the same boat and reached Vancouver, via the Northwest Passage, in 86 days arriving there on October 17, 1944.

To the R.C.M.P. goes the honor of proving once and for all times that it is possible for boats to travel from the Atlantic to the Pacific via the Arctic Ocean.

The conditions under which the trip was made were primitive in the extreme, if a comparison is made between the navigation methods used by the Russians along the Arctic coast of Siberia with those used by Sergeant Larsen. Sergeant Larsen had to depend entirely upon his own superior navigation, his own skill in avoiding ice fields—his own persistency in meeting every condition to be faced—ice, fog, shallows, storm and incomplete maps and charts. He had no airplanes to spot channels—no weather stations to tell him weather conditions, which are used daily along the Siberian coast. He had to do the best he could. He did it and so landed the "St. Roch" at Vancouver in almost unbelievable time and proved the North West Passage to be feasible for steamer use.

Larsen is no greenhorn as regards navigating Arctic waters, for prior to his taking charge of the "St. Roch" he spent some years with Karl Klinkerberg, well known Arctic trader as mate of the "Old Maid No. 2," which every year used to go north through the Behring Straits and around Point Barrow to Arctic coast Canadian points, and when the R.C.M.P. instituted its Arctic navigation patrol with the "St. Roch," Larsen, who had joined the Mounted Police, was named navigator. It has been his ship ever since, making many voyages from Vancouver to the Arctic be-

The Shortest Route from the Atlantic to the Pacific via the Arctic West



By accomplishing the navigation of the North West Passage along the Arctic coast in pioneering conditions, the "St. Roch" navigated into the Arctic. It proved the passage to be feasible. The "St. Roch" sailed from Sydney, N.S., to Vancouver, B.C., via the Arctic Ocean.

Fripps of the Rojan Motor

NOTE:—Sergeant Henry Larsen has now motored—

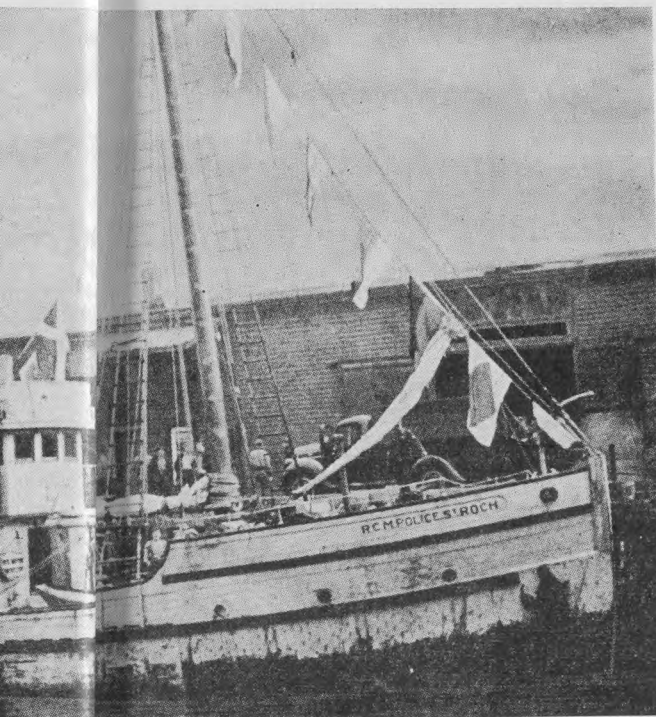
fore embarking on an earnest effort to navigate the North West Passage.

Northward, in the last week of July, the little ship set out on its long and hazardous trip. It had to go almost to the Greenland coast before it was possible to turn west into Pond Inlet and thence into Lancaster Sound. This required the utmost skill in navigation and 60 hours in the crow's nest at a time was nothing for Larsen, as he coned his ship steadily through shifting ice packs and treacherous leads of water.

The voyageurs had occasional breaks when they stopped at various landings checking up on historic and R.C.M.P. posts,

Pac Via the North West Passage

from Atlantic to the Pacific is Via Arctic West Passage



North West along the Arctic Coast in a short 86 days under navigated by Henry Larsen of the R.C.M.P. Arctic Patrol has "St. Roche" at the wharf in Vancouver after making the trip via the ocean. Inset, Sergeant Henry Larsen and Supt. J. the Royal Mounted Police.

Larsen has now promoted—he is Inspector Henry Larsen today.

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and they took on and left off Eskimo passengers at various points also.

At Beechey Island, they stopped to examine the cache left there in 1853 by the last expedition sent out from England to search for Sir John Franklin. Although it had been previously proved that Franklin and his party of 125 men had already perished before 1853, the cache had been left for use of other Arctic explorers and pioneers. Larsen found that this cache had been raided by polar bears. Its stone walls were broken down and the beach was littered with debris. However, there were some cans of soup and meat still left.

Larsen brought out a tin of "OxJaw" soup dated 1850 and put up by a manufacturer situated "opposite East Indian House, London." The directions for opening this can was "Use a hammer and chisel to cut out one end being careful not to let flakes of paint drop into the soup." Larsen proposes to serve this together with some hard tack biscuits of the same 1850 vintage at a luncheon for his friends.

The ship proceeded on through Barrow Strait, Viscount Melville Sound, Prince of Wales Strait, across Amundsen Gulf and the Beaufort Sea to Herschel Island. Weather, ice and fog made every mile a cautious one.

From there the boat proceeded to Point Barrow along the Arctic coast, the last possible barrier to a completion of the trip, for the ice packs at Point Barrow at times make it a gamble as to whether the point can be rounded.

They had fog all the way to Point Barrow, navigating by means of a sounding line. The water was seven fathoms all the way to Barrow and swinging the lead and calling mark seven became monotonous until at last the leadsman yelled, "No bottom and there's 25 fathoms of line out." Larsen knew then he had rounded the north west tip of North America for the bottom drops away tremendously after Point Barrow is reached. This was October 2. From there they sailed south through the Behring Straits, pausing at King Island, off the U.S. Alaska coast. Its 180 inhabitants immediately went under cover as the boat hauled in to shore flying the Blue Ensign. They thought it was a Jap boat and only when the Blue Ensign was exchanged for the Stars and Stripes did they re-appear on the scene. A fortnight later the "St. Roche" hauled into Vancouver harbor. It was dark, dismal and foggy, as the boat crept up to its berth on a lonely dock. There was no public acclaim—just two officials, in full uniform met the voyageurs who had made history. They were Superintendent J. Fripps of the R.C.M.P. and Commander J. M. Smith, R.C.N. naval officer in charge of the port. They congratulated the master and men. It was just another police job completed by those men of the Silent North.

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GRIMSHAW

ALBERTA

LIVING IN A FOOL'S PARADISE

Edmonton and Alberta officially are living in a "fool's paradise" concerning future connections with the Alaska Highway and its trade.

Said a prominent American recently: "The bottleneck as regards the Alaska Highway connection with Central Canada and the Eastern United States is that portion of the road which extends from Edmonton via the Peace River, so called highway, to Dawson Creek." He added, "During construction days we contractors preferred, as much as possible, to send our equipment and supplies onto the job by the truck convoy system instead of by rail. We had no difficulty in doing this, until we reached Edmonton—but from there on to Dawson Creek it was a nightmare. We bogged down—we ruined our equipment and so, in spite of everything had to use the inadequate resources of the Northern Alberta Railways, already overburdened with the transportation of military supplies.

"If," he concluded, "you people in Alberta want to hold the trade along the Alaska Highway, you will have to get your government to build a real service highway from Edmonton to Dawson Creek and eliminate the present less than a secondary road which you call the Peace River highway."

Hard stuff, is it not for Edmonton and Alberta to swallow? But why argue, when we know it is the truth. What has been the subsequent result of this neglect by the government of Alberta to seize the golden opportunity it had to connect Edmonton with Dawson Creek during the construction of the Alaska Highway, when both up-to-date equipment and men were available and the job could have been completed at less than two-thirds of the cost which such would entail now? At the present time U.S. surveys are being made with the view of connecting the Caribou Highway at Vanderhoof with Watson's Lake on the Alaska Highway by either road or rail—perhaps both.

The completion of such a route would mean that all freight and other business going over the Alaska Highway would be routed as far as the east is concerned by boat through the Panama Canal, admittedly the cheapest form of transportation and thence over the highway via Vanderhoof and Watson's Lake or by boat to Alaska. It would mean the elimination of Edmonton not only as regards this lucrative business

but also as regards any tourist traffic that may develop.

Luckily the Alberta Government has still time to forestall this diversion if it will get down to earth, forget some of its Utopian ideas that it can lift itself out of debt by its own bootstraps—give everyone \$25 a month and other social "benefits"—and make a determined effort to connect Edmonton with Dawson Creek either via Whitecourt or the Peace by a real highway.

"Yes," some will say, "but where is the money to come from?" The government, being in the financial doghouse cannot borrow on long term bonds and it surely cannot finance such a project out of current revenue! It is true the government cannot borrow these days, it has no credit, but it can hypothecate part of its revenue and achieve the same end as regards credit.

It collects each year some \$3,000,000 in gas tax and motor license revenues which were earmarked when imposed for road improvement in Alberta. It has diverted these sums, without authority, from that purpose and fritters most of it away in Utopian schemes which no government has a right to embark upon. One, for instance, is the expenditure of \$250,000 in order to help a private company get on a commercial basis as regards development of oilsands. This it has done, notwithstanding the fact that similar action by the Dominion Government has been roundly condemned by themselves.

It could take half of the above revenue, namely \$1,500,000, and hypothecate the same to cover the amortization of a borrowing of some \$40,000,000 at 4 per cent over a period of forty or fifty years. It could use the proceeds to establish a proper system of hard surfaced highways both east and west and north and south across Alberta connecting with U.S. hard surfaced roads and could also run one to connect with Dawson Creek and the Alaska Highway.

However, there is not the slightest chance of this government even contemplating such a departure from their "funny" ideas of government. You cannot take ex-station agents and people of similar ilk, who attain power by what is known as the democratic vote, which often is an ignorant vote, and expect such men to have the vision necessary to bring wealth and prosperity to Alberta or any other province. They are like Christopher Columbus, who, some

vulgar historian states, when he left to discover America, he did not know where he was going, did not know when he got there and only by a fortunate chance succeeded in getting back home.

In the meantime Alberta what are you going to do about it? Edmonton especially? Still proudly point on paper that you and development are at the crossroads of the world and see modern civilization bypass you, or get busy and make sure that everything possible is done to ensure the future of Alberta and Edmonton at the "Crossroads of the World." Think it over!

"I can't just marry him," said the young thing to her mother. "Last night he told me he was an Atheist and didn't believe in hell."

"You just go right ahead and marry him," replied Ma. "Between us we'll convince him he's wrong."

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Tantalum, Beryllium, Lithium Development

Hearne Channel, Great Slave Lake, 70 Miles East of Yellowknife.

In July, 1942, Mr. G. D. DeStaffany of Yellowknife, North West Territories, staked Moose No. 1 and No. 2 claims covering scheelite showings on the north shore of Great Slave Lake and enlarged the group to 15 claims in 1943 and 1944 to include two very large and four small lithium, tantalum, beryllium pegmatite dykes. In discussing the possibilities of the discovery and work done Mr. Steffany states:

Most of the work on the pegmatites on the Moose group was confined to Dyke No. 2, although Dyke No. 1 was measured for its lithium content (about 15%) in July, 1943. Dyke No. 1 is about 1600 feet long and about 30 feet wide, strikes north from a point 500 feet north of Great Slave Lake and is covered by Moose Claims No. 6 and No. 7.

Dyke No. 2 is in the western part of Moose Claim No. 11. The Dyke extends for about 1400 feet north from a point less than 150 feet from (and about 60 feet above) Great Slave Lake). Its outcrop is up to 200 feet wide and is interrupted about midway along its length by a muskeg about 300 feet across and in its southern half, by an east-west fault which causes a left-hand displacement of 120 feet. The Dyke walls commonly dip 30 to 85 degrees to the west. The country rock is nodular greywacke of the Yellowknife group which strikes northeasterly and dips to the south-east.

Minerals identified with reasonable certainty include feldspar (both microcline and cleavelandite), quartz, spodumene, masses of light yellow mica, (greisen) amblygonite, graphite, beryl, tantalite, cassiterite and lazulite.

Dr. A. W. Jolliffe, of the Dominion Geological Survey, Ottawa, made a preliminary examination of Dyke No. 2 in August, 1943, and his enthusiasm of the Dyke's possibilities as a potential tantalum producer caused us to shift from our tungsten development to a more careful examination of the pegmatite Dykes, tantalum, lithium, beryllium possibilities.

During September-October, 1943, we did considerable stripping of over burden from the south section of Dyke No. 2—Moose Claim No. 1. Considerable beryl, mostly in small crystals, and a good deal of platy tantalite was noted over a section of the Dyke 150 feet long and 30 feet wide. Some crystals of tantalite up to one inch in diameter were observed.

We constructed a dock in a small cove on Great Slave Lake close to the south end of the Dyke and during November and December, 1943, erected a mill building and installed machinery.

In May, 1943, work was continued on the mill and stripping was started on the north section of the Dyke about 700 feet north of the mill. This section of the Dyke was partly covered with over burden, trees and bush. Coarse tantalite crystals were found at the north side of muskeg that covers 300

feet of the Dyke. Seven hundred pounds of tantalite was cobbled from one small pocket, numerous crystals of fair size were found as the stripping was continued, also large crystals of amblygonite up to 5 feet by 8 feet and an abundance of spodumene. Considerable beryl was found in crystals up to 16 inches across. In one spot about 20 inches by 15 feet was an abundance of large beryl crystals with a good grade of tantalite also.

The Dyke in the north section widens to 200 feet. We stripped up the centre of the Dyke for 400 feet and found a nice quantity of tantalite and beryl, some of the tantalite in considerable quantities in massive fine mica (or griesen) beds up to 15 feet wide. Fine tantalite occurs throughout Dyke No. 2. Platy close to the Dyke walls and of lower tantalum oxide content. Away from the walls where larger crystallization has taken place in all the Dyke minerals, the tantalum oxide content was found to be high, which would indicate that the average tantalum oxide content should be over 50% as the high grade is in abundance.

Owing to the huge size of the Dyke it will take considerable work and diamond drilling to determine the average amount of tantalite per ton and the oxide content. This applies also to beryl, lithium and other minerals.

We have a large indicated tonnage of good grade tantalite and beryl to start mining and milling operations on and intend to mill high grade section during the summer and also diamond drill.

Pegmatites

Tan Sills No. 2, No. 3 and No. 4

Four claims cover these sills.

Considerable work was done on Sills No. 3 and No. 4 on Tan Claim No. 1 at Johnson Lake about four miles west of our Moose group and mill.

These sills occur on the east and west limbs of an anticlinal fold and have an indicated length of 1000 feet and width of 15 feet. These sills are greisen in character and tantalite is distributed quite evenly throughout the sills from wall to wall with a tantalum oxide content of 65% or more and probably averages about 20 pounds to the ton. Not much work was done on Sill No. 2 but it seemed to contain over 10 pounds of tantalite to the ton. This sill is on Tan Claim No. 2 and lies north of Sills No. 3 and No. 4 some 2000 feet.

Considerable spodumene and amblygonite and some beryl were observed in these sills.

Best Bet No. 1 Claim

We staked a pegmatite Dyke on the north shore of Drever Lake which lies about four miles northwest of the Moose Claims. This Dyke No. 1 is exposed for 350 feet and is from 20 to 35 feet wide and is covered by Best Bet Claim No. 1. Another Dyke occurs some 600 feet south. No work was done on this Dyke No. 2.

(Continued on Page Twenty-five)

Tantalum, Beryllium, Lithium Development

Hearne Channel, Great Slave Lake, 70 Miles East of Yellowknife.

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ERRATA

The ninth line down in second column should read "20 feet by 15 feet," instead of "20 inches" as printed.

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(Continued on Page Twenty-five)

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Pitchblende Ore On Lake Athabasca

Way back in 1935 a discovery of pitchblende ore was made on the north shore of Lake Athabasca in the Goldfields area. This was discovered on claims then owned by the Mineral Belt Locators Syndicate and was less than two miles from where the present Box mine is located at Goldfields.

Further prospecting work done on the claims revealed, in addition to ore carrying the canary—yellow uranium stain, nickel, copper and gold, which assayed \$13.50 a ton. It was whilst investigating the uranium stain that pitchblende ore was discovered. This was in 1929. In 1932 the radium mines at Great Bear Lake diverted major attention to that district and so these occurrences on Lake Athabasca lacked attention. During the closing down period at Goldfields, these claims were allowed to remain dormant, but in 1944 further investigations were made and claims previously abandoned by Nicholson Mines Limited were re-staked. Two of these claims carried good showings of pitchblende ore and the Dominion Government sent Dr. Joliffe and D. Murphy, the Eldorado geologist together with J. D. Mason, in to examine these properties and report on same. They found pitchblende, it is stated, all along the fractured zone for 500 feet, as far as trenching had been completed. High readings were also recorded on the instruments on another claim. Dr. Joliffe stated he was highly impressed with the showings and recommended further development work. It is stated that a crew is to be sent in for further development work either by Gilbert Labine the discoverer of the Eldorado deposit or by Nicholson Mines Limited during the coming season.

Housing In Alberta

Housing shortage in Alberta has reached a climax. The Social Credit government is busy trying to justify the fact that due to its action in following a policy of repudiation of debt and discriminatory mortgage legislation, there have been no housing loans for the province of Alberta under the Dominion Housing scheme. The Hon. Mr. Gerhart claims that mortgage companies are not lending monies for housing anywhere, but omits to give figures as to loans made under the Dominion government guarantee for housing purposes in other

provinces. Up to September, 1944, the total loans made in Canada for housing purposes were 22,032 which covered the erection of 26,636 houses having a total value of \$88,160,618. Every province had its proportion of new houses under the scheme with the exception of Alberta and Saskatchewan. In Saskatchewan, which has a similar Utopian government as Alberta only 93 houses were built. In Alberta there were none built.

Those people, who at the present time are really suffering through lack of housing accommodation must wonder why the Hon. Mr. Gerhart has the nerve to suggest "that loan companies do not loan monies anyhow for housing." They do under Dominion government guarantee everywhere but in Alberta. In addition, outside of making loans under government guarantee, one company in particular has loaned over \$2,000,000 for housing purposes in Manitoba.

This is only part of the price Alberta is paying for electing a government that refuses to carry out solemn bonds and pledges made in the past.

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Reforms Needed

In reporting on mining progress in British Columbia and the Yukon at the annual meeting of the British Columbia and Yukon Chamber of Mines, Frank E. Woodside, manager of this organization for some thirty-two years and known to every mining man and prospector in Canada had something to say as to what is necessary to encourage the mining industry of British Columbia in particular and Canada as a whole.

There is no man better informed as to mining problems, for his many years of direct contact with both mine operator, geologists and prospectors has enabled him to obtain an intimate idea of what ails the mining industry of today.

He pointed out that during the five war years mining had been hard hit by various restrictions, namely labor, supplies, markets taxation, the future of gold and others. He added that the lifting of many of these restrictions will enable mining to surge right ahead and provide employment for many of the thousands who will shortly be returning to the homeland. In addition the eyes of the financial world are directed towards the mining fields of Canada, especially in the north, where huge areas of unprospected mineral lands offer real opportunity.

He emphasized the following as vital mining problems:

1. Necessity of opening up new mines to replace those now depleted.

2. To encourage and train new men to take up prospecting as a profession, pointing out that in this modern age the prospector must be drawn from young men with both education and bush skill. He stated that mining companies are at the present time willing to finance prospectors, paying them good wages and allowing substantial interests in discoveries made.

3. Exemption from taxation of monies expended on prospecting by companies, syndicates and investors in syndicates, including individual prospectors who finance themselves.

4. The re-establishment by the British Columbia government of the previous system followed of having resident engineers stationed in central mining locations, to advise and encourage the prospector right in the field, and to go back to the old system followed in the making

of government annual reports on mining progress.

5. Mining schools for the training of prospectors.

6. Leaving the question of grub staking prospectors in private hands instead of by government subsidy.

TANTALUM, BERYLLIUM, LITHIUM DEVELOPMENT

(Continued from Page Twenty-one)

A part of Dyke No. 1 was stripped of light burden in September, 1944. One strip of griesen carrying heavy tantalite 25 feet by 6 feet was uncovered and samples tested 72.5% tantalum oxide. The Dyke at this point is 30 feet wide and the high grade spot is just west of the centre of the Dyke. A lot of tantalite crystals, some platy were found all along the western part of the Dyke and a lesser amount across the eastern part. A large part of the centre of the Dyke is taken up by amblygonite 150 feet long and in places 12 feet wide. Considerable shallow over burden prevented accurate measurement. Five trenches across the Dyke showed an average of 7 feet of amblygonite. Some rich sections of spodumene were noted in crystals 14 feet long by 3 feet. Considerable beryl was observed throughout most of the Dyke, crystals up to 10 inches in diameter.

We are planning on mining the high grade tantalite pocket in the griesen in the latter part of March and April, hauling it to the mill by tractor and milling it during May. So we will have a large shipment of tantalite for the first boat to Waterways, Alberta.

Pegmatites

Big Hill No. 2—Sills

These sills were found and staked in August, 1944, and are less than 1 mile north of the shore of Great Slave Lake and about three miles west of the mill. These sills, No. 1 and No. 2, occur on the east and west limbs of a tightly folded anticline and are from 14 feet to two feet wide and 700 feet long. Considerable fine tantalite was noted throughout these sills, but very little spodumene and beryl. No tests as yet have been run on samples from these sills. Samples are en route to Ottawa for testing from Big Hill No. 2.

We have these pegmatites covered with 21 mineral claims comprising about 1200 acres. They are owned by the DeStaffany Tungsten Gold Mines Limited, 914 McLeod Building, Edmonton, a private company incorporated under the laws of Alberta, and will be transferred to a new public company now being formed under Dominion charter, to be known as DeStaffany Tantalum Beryllium Mines Limited of Yellowknife, North West Territories, and whose present address is 914 McLeod Building, Edmonton, Alberta. This company plans an extensive development program of these holdings which are the most favorably located of any pegmatites in the Yellowknife Mining Division.

Gordon Lake Development

Considerable prospecting and drilling will take place this summer on Gordon Lake properties, states Claude A. Watt, Yellowknife mining engineer who is field manager for several companies operating in the Yellowknife district. He stated that one of the companies he represents, the Norseman Mines, Limited, will be drilling on the Jacobson find, for which the company paid \$50,000; drills will also be set up on the property of the Miracle Gold Mines, in addition to work on the Argonaut Gold Mines property at Gordon Lake and Trans-Canada Mines, Yellowknife. The Trans-Canada has established a camp on its property with 15 men employed, and it is stated that drilling here is quite satisfactory with good results. Work will also be done on the Burnt Island Gordon Lake property optioned by the Sheep Creek Mining Company of B.C.

INGRAHAM BROS. GET DOMINION CONTRACT

Ingraham Bros., well known northern freighters have been awarded a contract by the Dominion Government to put the North West Territories end of the Grimshaw winter road into proper shape for winter freighting. The section is from the Upper Hay to Great Slave Lake. With the work almost completed, the road is in good shape for winter freighting. The Alberta Government has also had machinery working on the Alberta end of the road between Grimshaw and Great Slave Lake bringing the road up to proper winter standard.

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New Manager For The Consolidated

Major changes in the management of the huge mining enterprise known as the Consolidated Mining and Smelting Company, Limited, have been announced by President S. G. Blaylock. Mr. James Buchanan, the general manager of the company has retired and Mr. Ralph W. Diamond, former assistant general manager, has been appointed general manager, with William S. Kirkpatrick, former assistant to the general manager now becoming assistant general manager, succeeding Mr. Diamond.

Mr. Buchanan at his retirement had been in the employ of the Consolidated for over 41 years. He started with the Canadian Smelting Works in 1903, this company becoming the Consolidated in 1906. He was appointed general manager in 1939, succeeding Mr. Blaylock, who became president of the company.

The new general manager, Mr. Diamond, has been assistant general manager since 1939. He entered the company's employment in 1917 to take charge of experimental work in connection with the flotation process of complex Sullivan Mine ore. His work in this connection and also the chemical and fertilizer undertaking of the company has been outstanding. He was awarded the McCharles prize by the University of Toronto in 1934 and the following year was Leonard Medalist for the Engineering Institute of Canada.

Assistant General Manager W. S. Kirkpatrick has been with the Consolidated since 1925. He started with the company as a helper in the refinery and completed his engineering course in 1926 at the University of Toronto. In 1930 Mr. Kirkpatrick was appointed superintendent of the hydrogen plant and in 1936 was named assistant superintendent of the company's chemical and fertilizer division. In 1940 he was loaned to the Dominion Government to act as manager of Alberta Nitrogen Products Limited, a subsidiary company of the Consolidated which operates the government-owned munition plant at Calgary. He returned to Trail as assistant to the general manager in July 1943.

War is no laughing business yet it is a business we shall all do better if once in a while we take time off to laugh.

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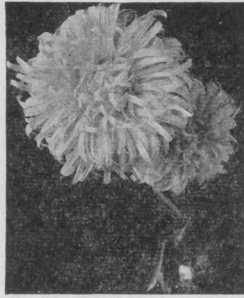
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BETWEEN WATSON LAKE AND TESLIN RIVER,
YUKON AND BRITISH COLUMBIA

By C. S. LORD—(EXTRACTS FROM REPORT)

(Continued from last issue).

The country rock is mostly grey, crystalline, micaceous limestone and soft grey sericite schist or phyllite. The attitude of the beds probably varies from place to place, but the dip is generally less than 15 degrees. These rocks are cut by many barren stringers or groups of stringers of glassy to white, rhythmically banded, crystalline quartz with numerous open crystal-lined spaces. Elsewhere brecciated rock is cemented by similar quartz. Mineralized vein quartz outcrops at an elevation of about 5,100 feet on a rounded peak and on an adjacent cirque wall. The vein or veins trend northeasterly, dip gently southeasterly, range in width from a fraction of an inch to about 3½ feet, and in part lie at an angle to the bedding. The quartz is glassy to white, banded, and in crystals up to about 1½ inches by 3 inches. These project into long open spaces that parallel the banding and the vein walls. On the top of the peak the quartz probably ranges up to about 1 foot in width and has been traced for some 200 feet by several shallow pits. On the cirque wall, which forms one side of the peak, a quartz vein up to 3½ feet wide is reported to have been traced for about 400 feet. Some of the quartz on the peak contains abundant, glistening, dark brown wolframite in blades an inch or more long. Associated, less abundant minerals include galena, sphalerite, malachite, azurite, chalcopyrite, grey copper, fluorite, scheelite, white carbonate, a soft, greenish, micaceous mineral, powdery, greenish yellow material, and iron oxide. A specimen of the wolframite contained 12.6 per cent MnO. A picked sample of quartz and wolframite assayed 0.59 per cent tin and 15.00 per cent WO₃. The form in which tin occurs is not known. In a saddle about 1,000 feet northwest of the occurrence of mineralized quartz, rusty, fine-grained, dark green, bedded rock contains a little pyrite, pyrrhotite, sphalerite, galena, and fluorite as dissiminated grains and in thin seams. About 3,000 feet northwest of the mineralized quartz,

several linear features trend northwesterly across the southerly face of a 5,200-foot peak. One of these has been explored for about 200 feet by several shallow trenches. These expose gossan for widths up to about 6 feet. This material is mostly porous, dark brown, hard limonite and yellowish, powdery iron oxide, but includes a little crustified and drusy quartz and a few pockets of galena.

Botryoidal limonite float is abundant about 2 miles south of the highway at mile 104E. It occurs in drift overlying dense, white, buff-weathering dolomite or limestone, or both, within a few hundred feet of the edge of the granitic batholith and has probably not been transported more than a few feet. The area of limonite float parallels the granite contact for more than 1,000 feet. One specimen of nearly solid dark brown limonite assayed gold 0.005 ounce a ton; silver 0.79 ounce a ton, tungsten nil.

Galena and Sphalerite were found at an elevation of about 5,100 feet on top of a ridge about 7 miles south of the highway at mile 104E. Claims were staked in this vicinity by Mr. Gunnar Berg late in the summer. The occurrence lies within altered sedimentary rocks close to the east border of the Cassiar granitic batholith. Fine-grained galena, light brown sphalerite, pyrite, and a greenish yellow stain occur in a knob of rusty rock about 100 feet in diameter. The knob is surrounded by drift but probably lies within 50 feet of the granite. The rock is a mixture of black siliceous rock cut by fine-grained, sugary, white, drusy quartz and a breccia of white quartz in a black siliceous matrix. It contains many open cavities, as though minerals had been leached from it, and breaks into small fragments with many polished surfaces that suggest considerable shearing. The metallic minerals probably comprise less than 5 per cent of the surface rock. A picked specimen with abundant yellow strain assayed: gold trace; silver, 9.83 ounces a ton; lead, 7.23 per cent; zinc,

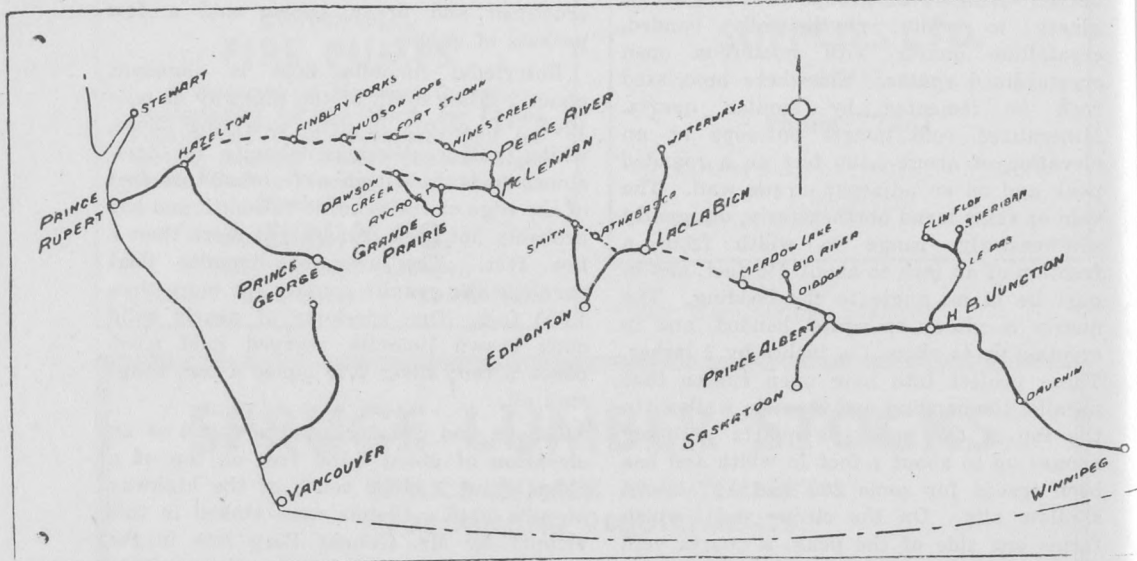
(Continued on Page Thirty-two)

PEACE RIVER OUTLET TO THE PACIFIC

There is no doubt that the next decade will see the accomplishment of the ambition of the people of the huge Peace River territory for a rail or road outlet to the Pacific Coast. There is no question that such a connection is a geographical right for these people, the same as it is the right of both Northern and Southern Alberta to be similarly connected with the Pacific seaboard. The question of which route will be taken, which seaport will be chosen as its terminal is all important both to the people of the Peace and also to the people of Canada as a whole, for any route that

enterprise in co-operation with the old Grand Trunk railway, the only competitor of the Canadian Pacific railway at that time across Canada. Eventually, as all know, the people of Canada had to take over these private rail projects and link the same up as Canadian National Railways which now operate today not only to Prince Rupert but also to Vancouver.

In order to carry out its plans the Dominion Government expended huge sums in developing the port of Prince Rupert; it built wharves, warehouses, quarantine and marine stations and also the largest float-



Winnipeg to Prince Rupert via Peace. Note how little new rail construction is necessary to link up existing railways.

duplicates existing routes cannot be considered any better business than the manner in which the two transcontinental railways overlap each other across the Prairie Provinces and British Columbia in order to get to the only port that Canadians seem to recognize as being in existence, namely Vancouver. It was in the early 1900's that the Laurier government conceived the idea of running a new rail line north of the Canadian Pacific railway and the development of the port of Prince Rupert. It was a grand scheme, intended to develop another huge stretch of Canada and whilst the railways projected were more or less private enterprises as they were built across the prairies the development of the port of Prince Rupert was purely a government

ing drydock at that time on the American Pacific seaboard.

Why was this railway and port built at that time? The answer is that by the building of this new railway across Canada a huge territory of farming and valuable lands was developed and populated and the government had visions of shortening the travel time between the Atlantic seaboard and the Orient by at least 48 hours. This was due to the fact that on the Grand Circle steamship route of the Pacific from the Panama Canal to the Orient, the port of Prince Rupert was at least 48 hours steaming time nearer to the Orient than Vancouver and was also, as a coaling station, 200 miles nearer to the Panama Canal on this Grand Circle route, than

Nanaimo, which was the coaling station at that time for boats plying to the Orient.

The above is thoroughly borne out by the fact that the first port to be used by the American army in the present war on the Pacific coast has been that of Prince Rupert. This port since the war with Japan started has been developed almost out of recognition—amply provided with all means of offence and defence, it is the key place in Pacific military and naval strategy on the Pacific coast.

It is of course natural for private enterprise as regards railway construction to tie into the most highly developed coastal centre, so the present Canadian National Railways was diverted in the main to Vancouver from Edmonton and the road from Edmonton to Prince Rupert became almost a branch line after the Laurier government was defeated in 1911 and replaced by a Conservative government at Ottawa. In fact when war broke out in 1914, the Edmonton-Prince Rupert railway had only just been completed the previous year, the short stretch between Smithers and Hazelton, although ready for the rails to be laid, did not get this work done until after pressure was brought to bear on the Dominion Government and by that government on the contractors who were Foley Welsh and Stewart. In the meantime, some Grand Trunk officials of that period started a projected railway from Prince George to Vancouver—now the Pacific Great Eastern Railway owned by the Province of British Columbia—with the idea of diverting all traffic to Vancouver in preference to Prince Rupert. This railway at the time it was projected was to be a competitor of the Mackenzie Mann railway which went from Edmonton down the Thompson and Fraser Rivers to Vancouver. This ill-considered venture was never completed and has for over twenty-five years been a railway incubus tied around the necks of British Columbia taxpayers who were left holding the sack. The later result, after the amalgamation of all the various railways outside of the Canadian Pacific Railway as the Canadian National Railways was to put the port of Prince Rupert on a branch line of the C.N.R. whose executives were more inclined to reach the port of Vancouver than to develop their own port at Prince Rupert. This naturally led to years of stagnation for Prince Rupert with its only asset a remunerative fish trade. World War No. 2

has changed the picture entirely. With air routes being established over the northern areas of the world, the question of shorter sea passages became a major question for post war reconstruction. Together with the Alaska Highway, the Prince Rupert sea route to Alaska is shorter, better located as far as the major eastern industrial trade is concerned than is the port of Vancouver. With the additional fact that steaming time between Prince Rupert and the Orient is also cut by 48 hours, it does not take a prophet to forecast a real future for Prince Rupert.

This is where the Pacific coast outlet for the vast territories of the Peace and the far north enters into the picture. The shortest route from Hudson's Hope in the Peace to the Pacific Coast is straight west to either Stewart or Prince Rupert. The next is from that place south west to connect with the C.N.R. at Prince George.

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GEOLOGICAL RECONNAISSANCE ALONG THE ALASKA HIGHWAY

(Continued from Page Twenty-nine)

3.86 ounces a ton; molybdenum, none; tungsten, none. Another sample is reported to have contained considerable gold.

Another occurrence of galena and sphalerite lies about 1½ miles southwest of the above deposit, in a deep notch that crosses a ridge at an elevation of about 5,200 feet. It is separated from the above occurrence by a drift-filled valley that trends about east. So far as known this occurrence was not staked during the summer of 1943. The notch trends about southwest and approximately marks the contact between sedimentary rocks to the southeast and granitic rocks to the northwest. Sedimentary rocks immediately southeast of the notch include fine-grained, white, black, and mottled quartzite, grey crystalline limestone, and white dolomite with diopside and fibrous tremolite.

Altered sedimentary types within the notch include a variety of grey, green and black, fine-grained, rusty, siliceous rocks, layered light greenish rock with bands and knots of brown garnet, fine-grained quartz-mica schist, rusty black graphitic slate, and fine-grained, black, graphitic limestone. At one place on the northwest side of the notch grey mica schist was seen in contact with fine-grained pink and coarse-grained pegmatitic granite.

(Continued next issue).

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Oil Shortage At Yellowknife

Notwithstanding the fact that with the opening of Fort Norman oilfields lots of oil is being produced there is a shortage of gasoline and oil at the Yellowknife and so anyone desiring to get oil into the Yellowknife at the present time can only do so by freighting it over the Grimshaw Road. The reason—well the demand for gasoline for drilling and other purposes was greater than expected in 1944 and so the shortage. However, oil is now being taken in over the Grimshaw winter road.

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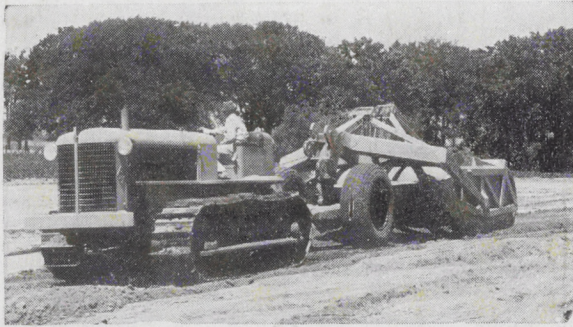
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